

A-6331 MAIN BEARING INSTRUCTIONS

CRANKSHAFT SIZE

Standard	1.6254/1.6259
010 Undersize	1.6154/1.6159
020 Undersize	1.6054/1.6059
030 Undersize	1.5954/1.5959
040 Undersize	1.5854/1.5859

Bearings in stock standard thru .040 Undersize

The block and caps will require align boring

Housing bore in block - 1.7705/1.7710

Finish 60-90 micro inches RA.

Cut slots in block and caps for aligning lugs.

Some blocks mainly early 1928, the oil holes are not consistent if oil hole in block is not in line with oil hole in bearing elongate at hole in bearing and remove any burrs. Oil grooves in bearings will provide ample oil for bearings without altering oil pump or system.

Photo A shows where the upper thrust washer would be dowelled to the back of the block. The purpose of this dowel is only to keep the thrust washers from rotating, not to keep the washer tightly in place. There is already a hole in your block at that position that was to act as a key for holding the original babbitt in place. You may need to enlarge this hole slightly so that the head of a 10/32 screw will fit in it. Drill and tap the upper thrust washer to 10/32 and install a brass round headed screw. The threaded end should be recessed slightly, it wouldn't hurt topeen the threaded end slightly so there is no chance of the screw backing out. This is the only thrust washer that needs dowelled.

The back of the rear main bearing block and cap is to be counter bored .125 deep and 2.250 diameter the rear thrust washers are held in place by counter bore and crankshaft. The block thrust washer is to be dowelled to block to prevent rotating. Thrust washers are not to be attached or secured as this can cause end loading and abnormal wear.

The front of the rear main bearing block only is counter bored .125 deep and 2.250 diameter. The front thrust washer is held in place by counter bore and crankshaft. The cap not counter bored will prevent the thrust washer from rotating. Again the thrust washer is not secured to block.

We recommend the use of tri-metal lined bearings with the Model A crankshaft.



PHOTO A

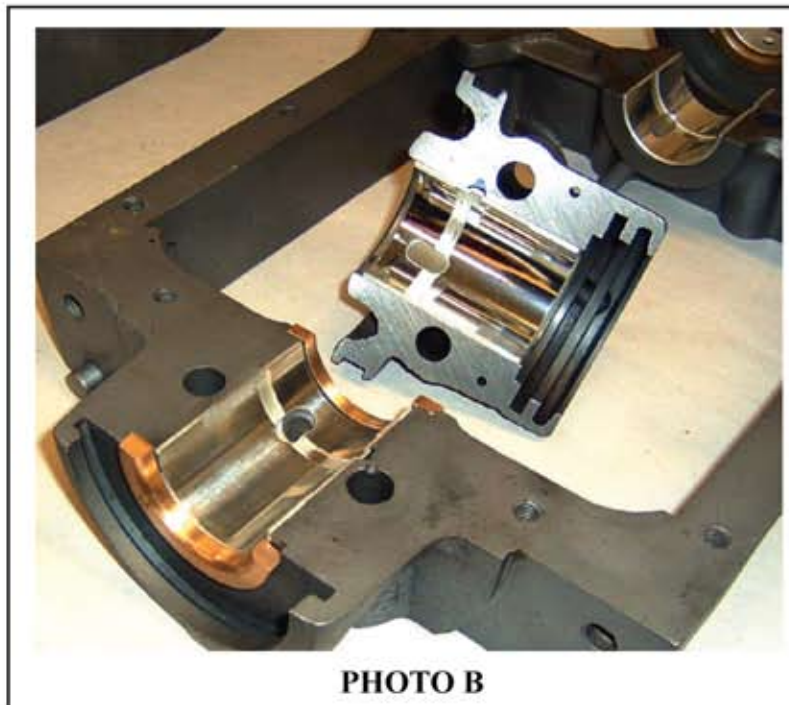


PHOTO B